

BookletChartTM

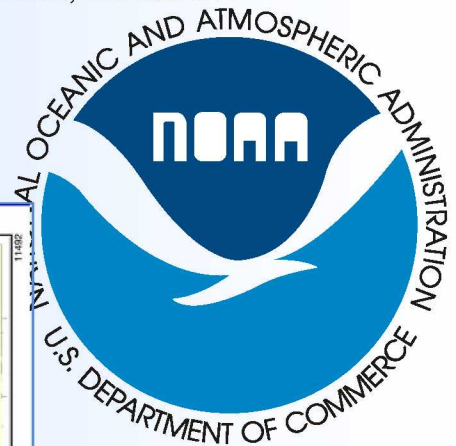
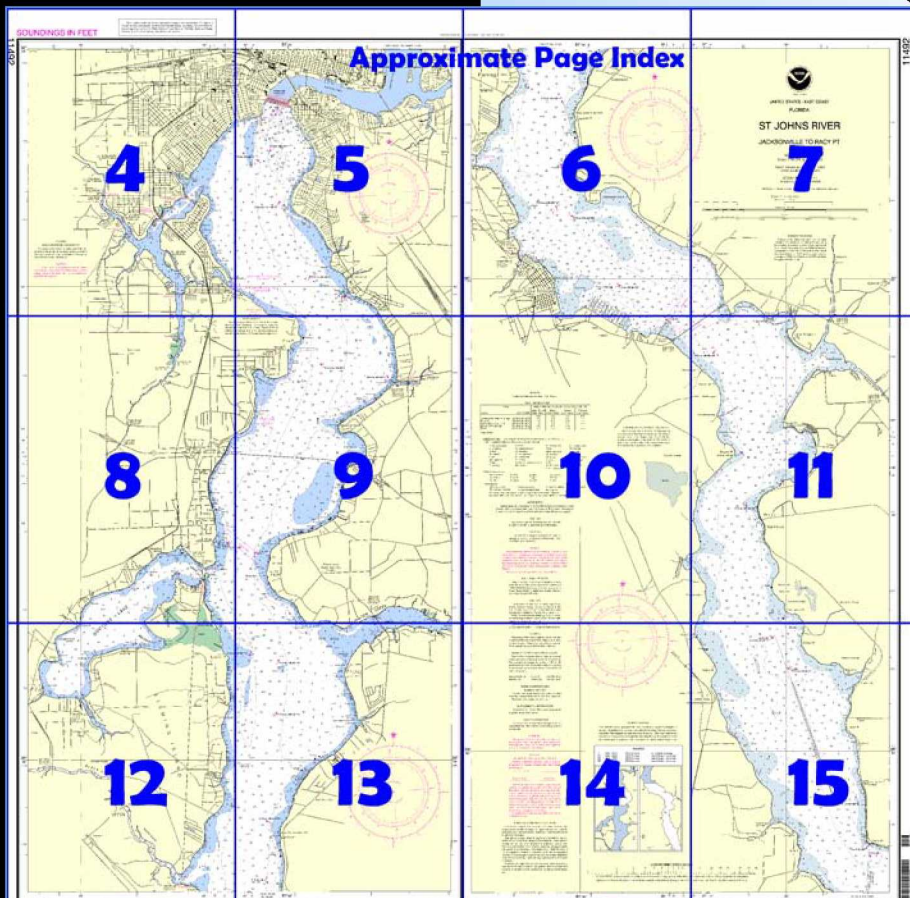
St Johns River Jacksonville to Racy Pt

(NOAA Chart 11492)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

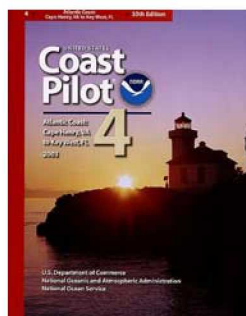
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 9 excerpts]

(142) **Ortega River** is the major yachting center in the Jacksonville area. The mouth of the river is marked by a light. The depth was 6 across the bar at the entrance, thence 7 feet to the railroad bridge, thence 5½ feet for 1.4 miles above the second highway bridge.

(143) Shoaling to 2 feet was reported in the vicinity of Ortega River Light 3.

(144) Route 211 bridge at the Ortega River has a clearance of 9 feet. The northern section of the former bridge westward remains as a

fishing pier. The Railroad bridge westward of the fishing pier has a clearance of 2 feet.

(145) A marina and boatyard are on the northwest of the Ortega River above the first bridge. The marina has 235 slips and 20 berths and can accommodate boats up to 60 feet with approach depth of 8 feet and

alongside depth of 5 feet. Gasoline, ice, water, electricity, and showers are available with a shopping center and restaurants nearby.

(146) A marina on the northeast of the twin bridges has berths for 75 boats to 52 feet in length, with depths of 10 feet. Gasoline and oil, diesel fuel, water, ice, electricity, and supplies and services are available. 0.2 mile above the twin bridges there is another marina. There are 50 transient berths with depths of 7 feet. Gasoline and oil, diesel fuel, water, ice, electricity, and marine supplies are available. A shopping center and a cafeteria are within three blocks.

(147) **Cedar River**, the depth was 6 feet from the entrance to the highway bridge The Blanding Boulevard bridge has a clearance of 16 feet. The San Juan Avenue highway bridge, 1.4 miles above the mouth, has a clearance of 11 feet.

(148) On the St. Johns River at **Pirates Cove** is the private Florida Yacht Club. **Special anchorages** are off the entrance to Pirates Cove.

(149) **Goodbys Creek** has depths of 2 feet to above the bridges of Route 13; the spans have a clearance of 11 feet. The entrance is marked by a light, and pilings border the channel. Local knowledge is advised. Two marinas are on either side of the bridges; gasoline and oil, berths, water, ice, and marine supplies are available. With local knowledge, 6 feet was available to the lower marina.

(150) **Piney Point**. A large pier is south of Piney Point. The channel to the pier had 14 feet except for shoaling to 13 feet along the northeast edge of the basin, thence 16 feet north and 11 feet south of the pier. Another channel leads to a small basin south of Piney Point. The depth was 9 feet in the channel and 6 feet in the basin except for shoaling to 3 feet at the west end.

(155) **Doctors Inlet**. The inlet had a depth of 12 feet, thence general depths of 7 to 12 feet to the head of the lake. Because of extensive shoals on both sides, midchannel courses must be steered from Light 10 until through the inlet. The lake is an excellent fishing ground and a haven for small boats in stormy weather.

(156) There is a marina on the south side of Doctors Inlet west of the bridge. There are 35 covered slips for boats of up to 40 feet and 7 open 24-foot slips; depths to the berths are 5 feet. Gasoline pumps are on a bulkhead; sailboats too large for the open slips may moor here. Ice, water, electricity, and marine supplies are available. On the south side of the inlet east of the bridge is another marina. The entrance channel is marked by private daybeacons. The alongside depth was 6 feet. Ice, water, electricity, and some marine supplies are available.

(157) Many pilings, visible at low tide, but submerged at high tide, were reported in Doctors Lake.

(158) **Swimming Pen Creek**. A bridge with a clearance of 6 feet crosses the creek. With local knowledge depths of 4 feet can be carried to the bridge, thence 1 to 2 feet to the head of east and west arms. Piles, some submerged, are in the creek; exercise extreme caution. A fish camp is on the east side of the bridge; gasoline, water, and ice are available.

(159) **Julington Creek** had a depth of 5 feet, to Route 13 bridge a mile inside the entrance, thence 4½ feet for another 1.3 miles. The bridge has a clearance of 15 feet.

(160) On the north bank west of the bridge is a fish camp with berths, electricity, gasoline, water, ice, launching ramp and marine supplies and a marina with berths, gasoline, diesel fuel, water, ice, and marine supplies. On the east side of the bridge is a marina with berths, electricity, gasoline, water, ice and marine supplies.

(161) **Black Creek** is navigable for vessels of 8-foot draft to **Middleburg**. The depth was 7 feet to the Railroad bridge. The creek is used by small craft as a refuge during hurricanes. Railroad bridge has a clearance of 20 feet. Above the Railroad bridge the minimum vertical clearances are: 20 feet in Black Creek to the junction with North and South Fork; 16 feet in North Fork; and 13 feet in South Fork.

(162) **Green Cove Springs** has private piers and a public T-pier. A hotel and restaurant are three blocks from the municipal pier.

(163) The long piers and buildings southeastward of Green Cove Springs were part of a U.S. Naval Station. A marina at pier 11 has berths, electricity, water, ice.

Table of Selected Chart Notes

Corrected through NM Jul. 01/06
Corrected through LNM Jun. 20/06

HEIGHTS
Heights in feet above Mean High Water.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.869" northward and 0.673" eastward to agree with this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Numerous fish traps, stakes, and piles are located within the area of this chart; some may be submerged. Small craft should use caution when operating outside the main channel.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

PLANE COORDINATE GRID
(based on NAD 1927)
The Florida State Grid is indicated on this chart by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Jacksonville, FL	KHB-39	162.550 MHz
Palatka, FL	WNG-522	162.425 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

FISHING AND HUNTING STRUCTURES
Uncharted fish and wildlife harvesting devices and structures such as fish traps, pound nets, crab traps, and duck blinds, some submerged, may exist in the area of this chart, particularly in the near shore area. Mariners should proceed with caution.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) o (Approximate location)

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations. Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved. Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida. Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION					
Place	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Jacksonville, Main St. bridge	(30°19'N/81°40'W)	2.0	1.9	0.1	---
Piney Pt.	(30°14'N/81°40'W)	1.0	0.9	0.0	---
I-295 Bridge (west end)	(30°12'N/81°42'W)	1.0	1.0	0.1	---
Green Cove Springs	(29°59'N/81°40'W)	0.9	0.8	0.0	---
Tocoi	(29°52'N/81°33'W)	1.1	1.0	0.0	---

(May 2006)

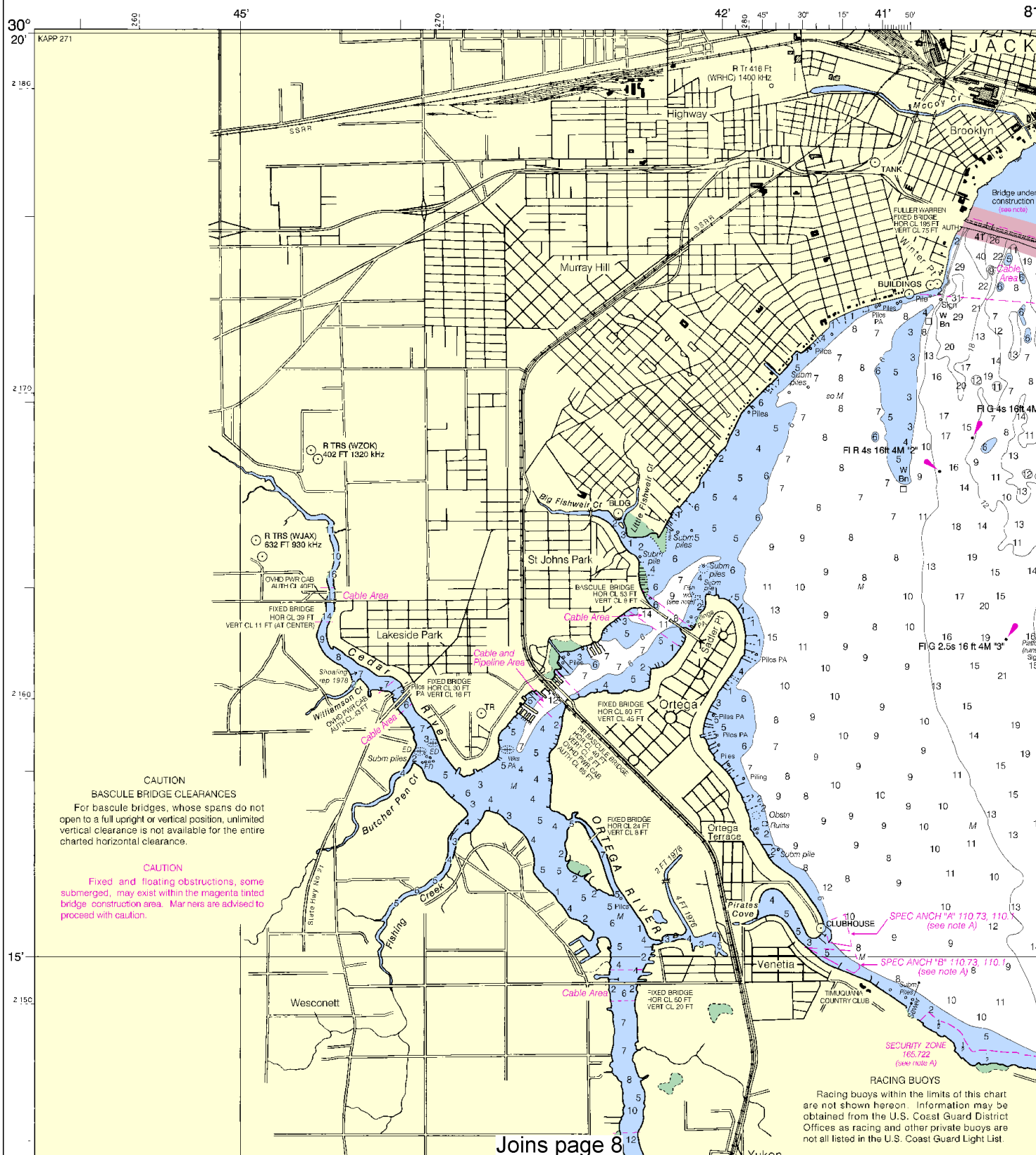
PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

SOUNDINGS IN FEET

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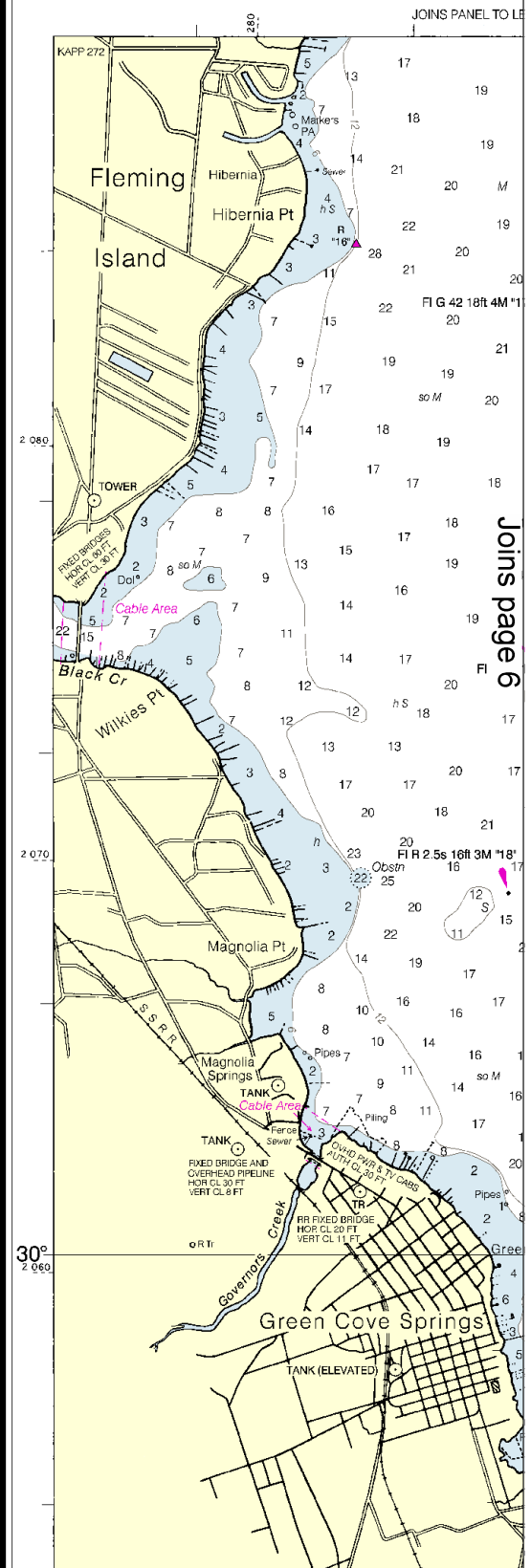
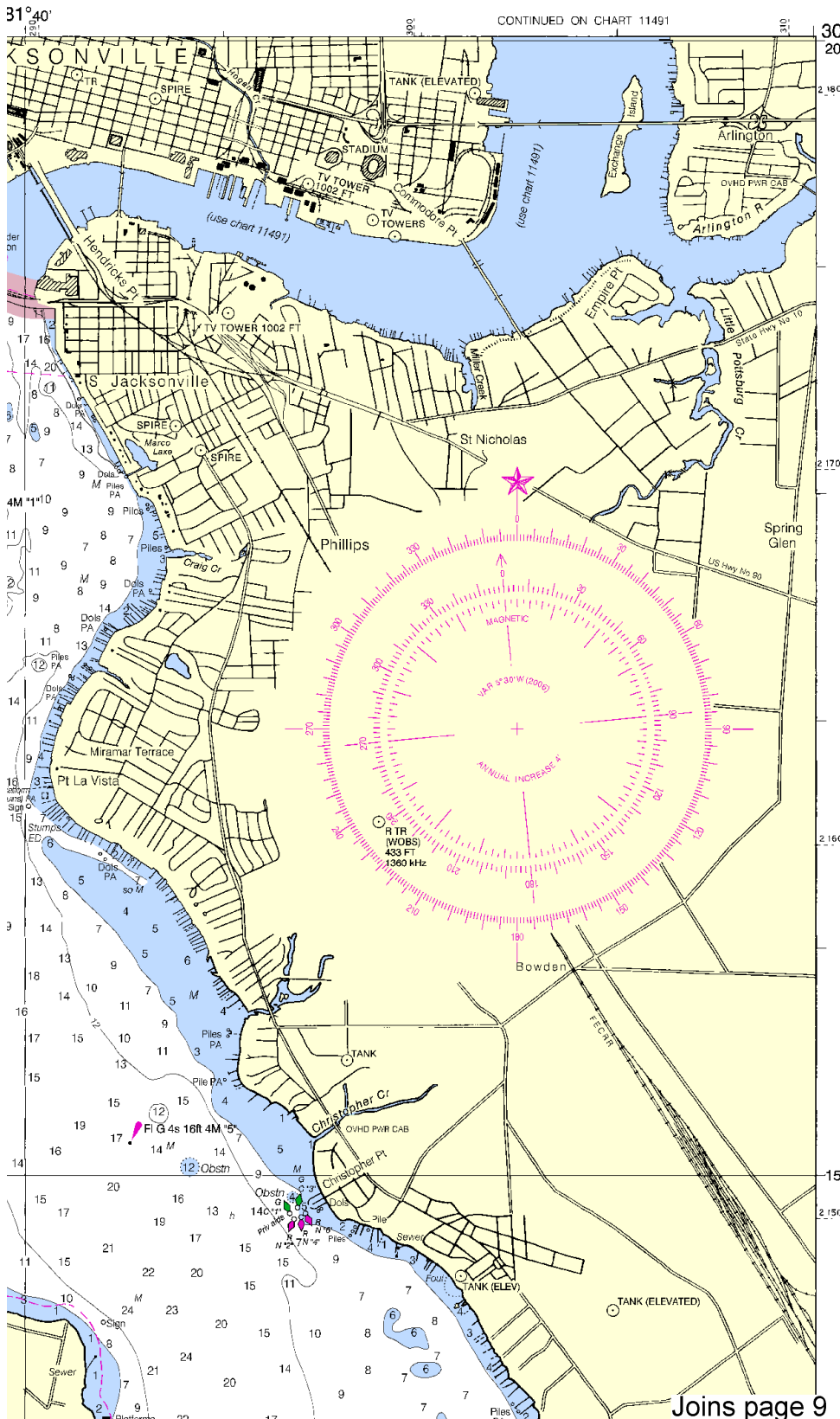


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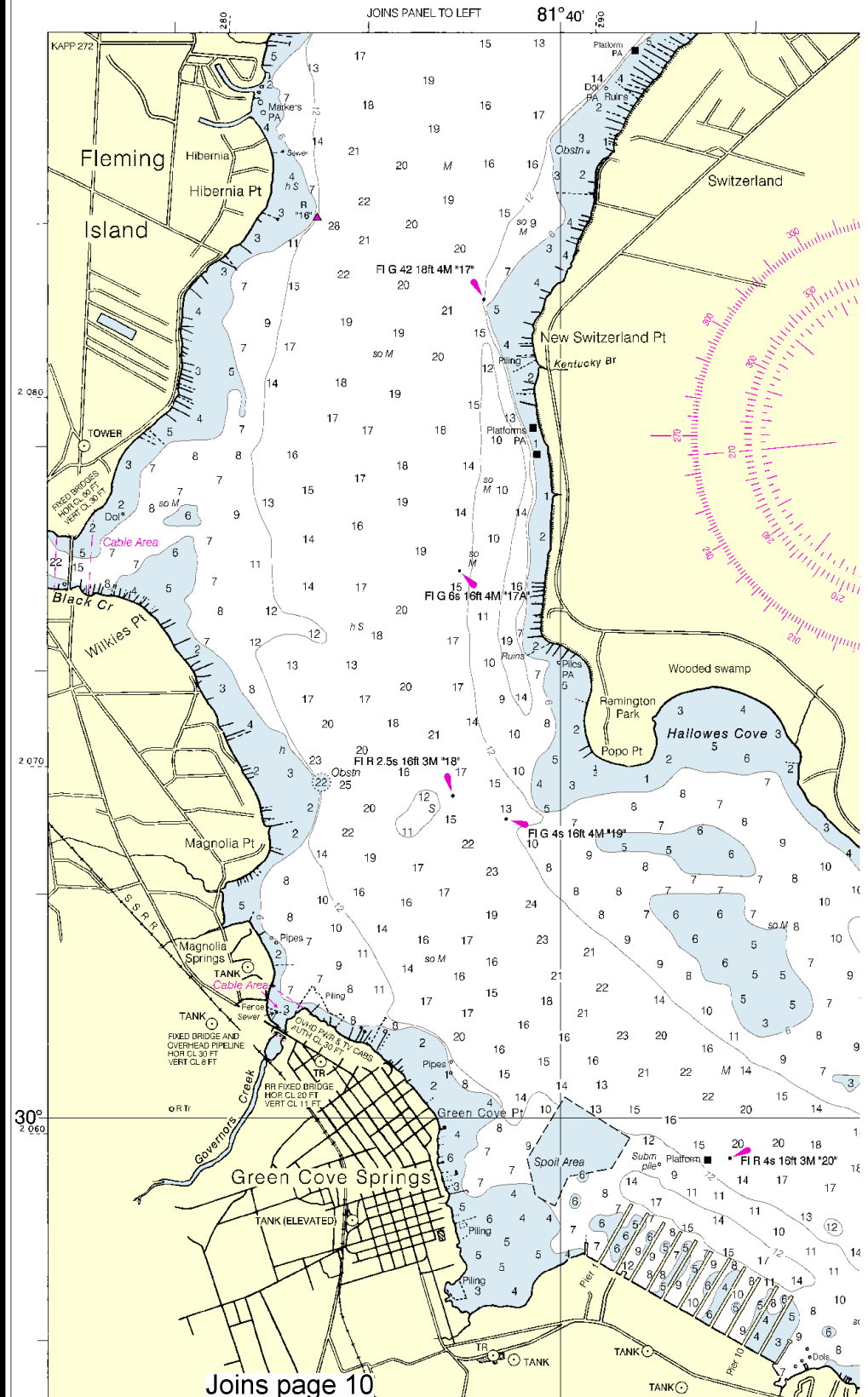
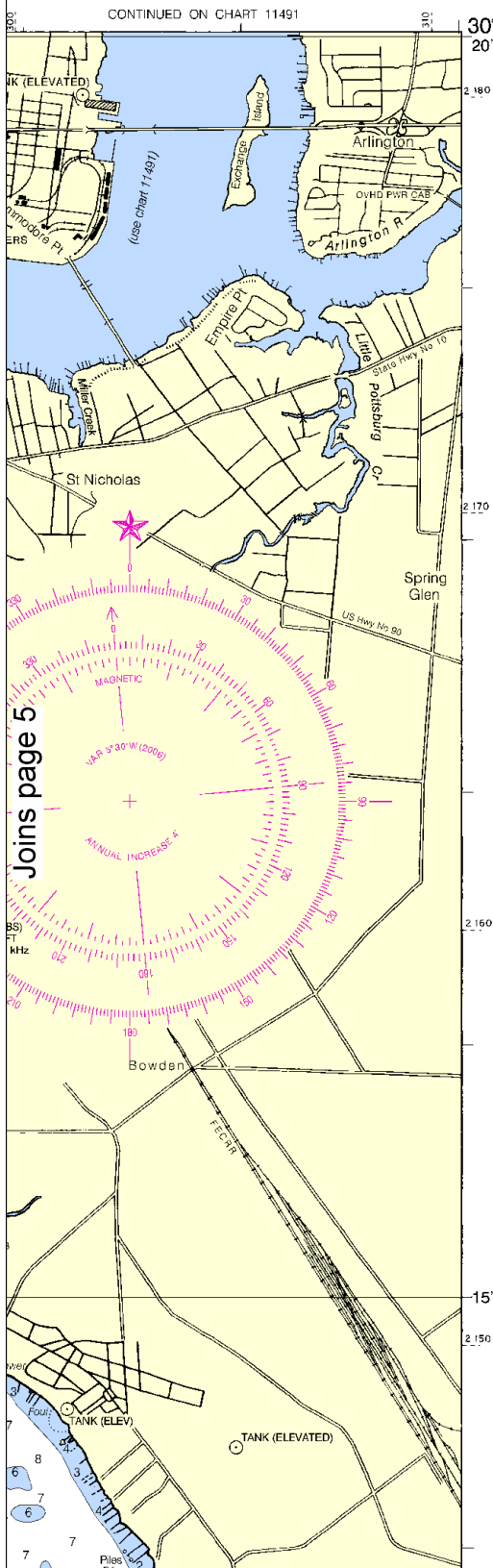
SCALE 1:40,000
 Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



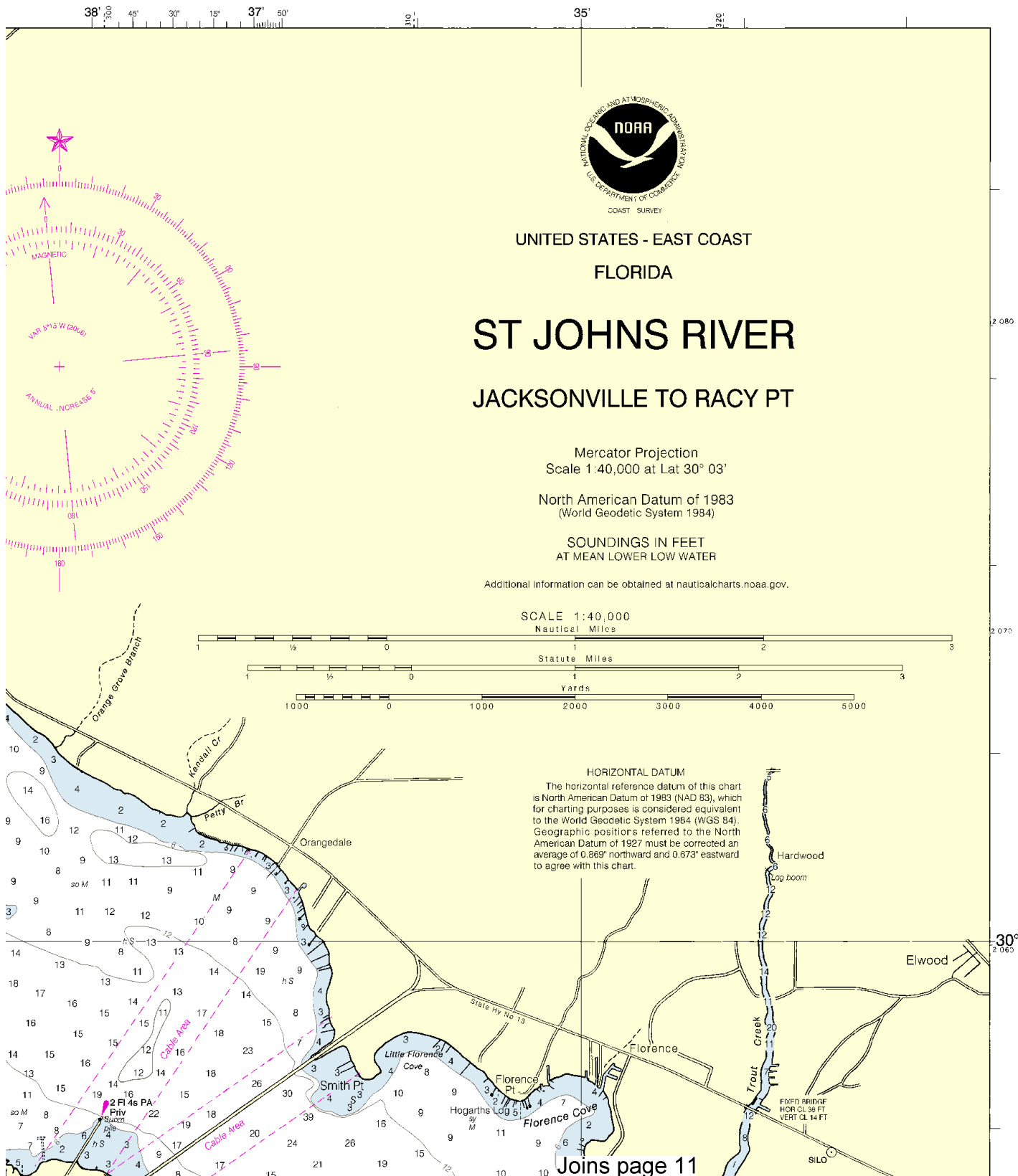
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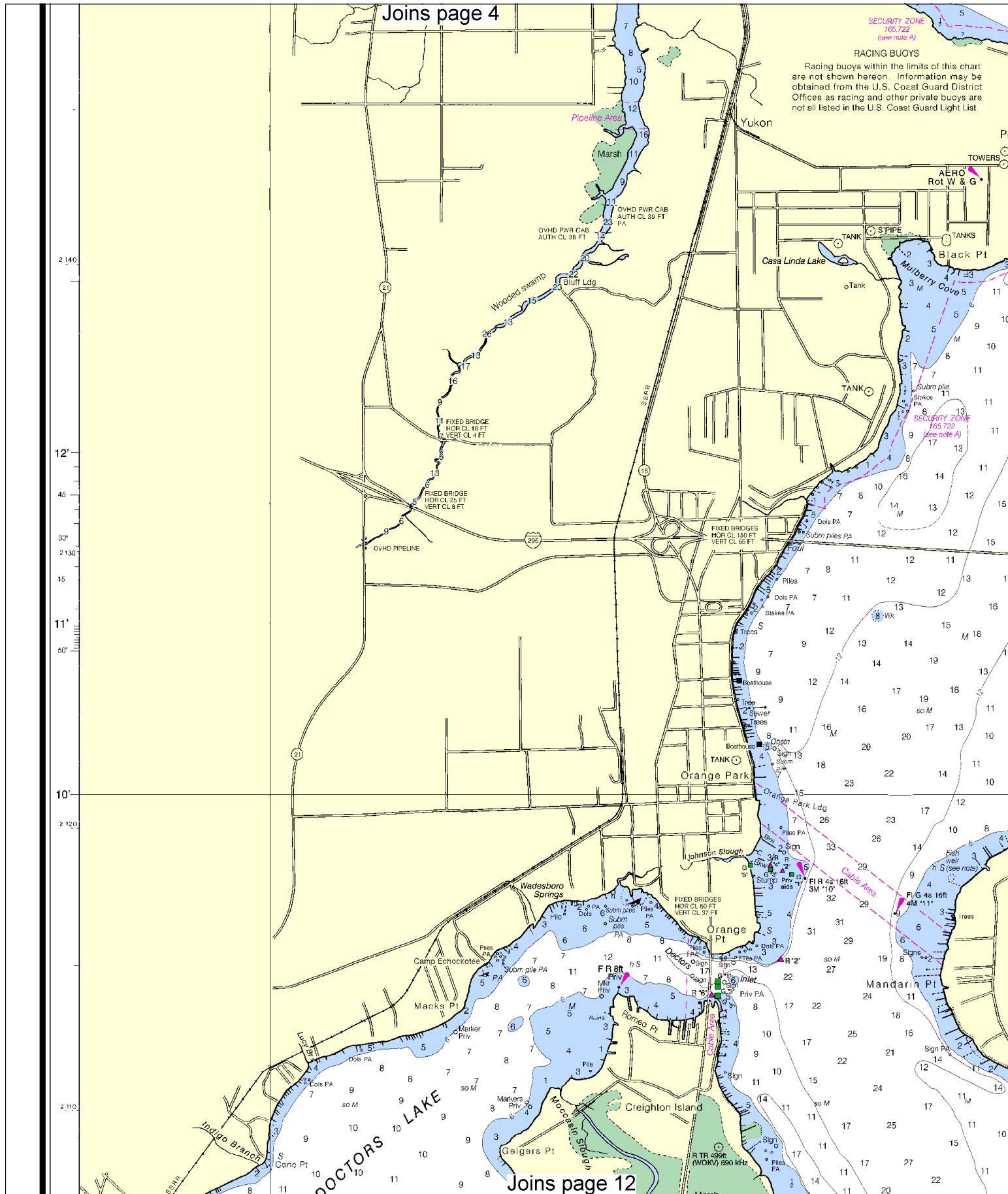
SCALE 1:40,000
Nautical Miles

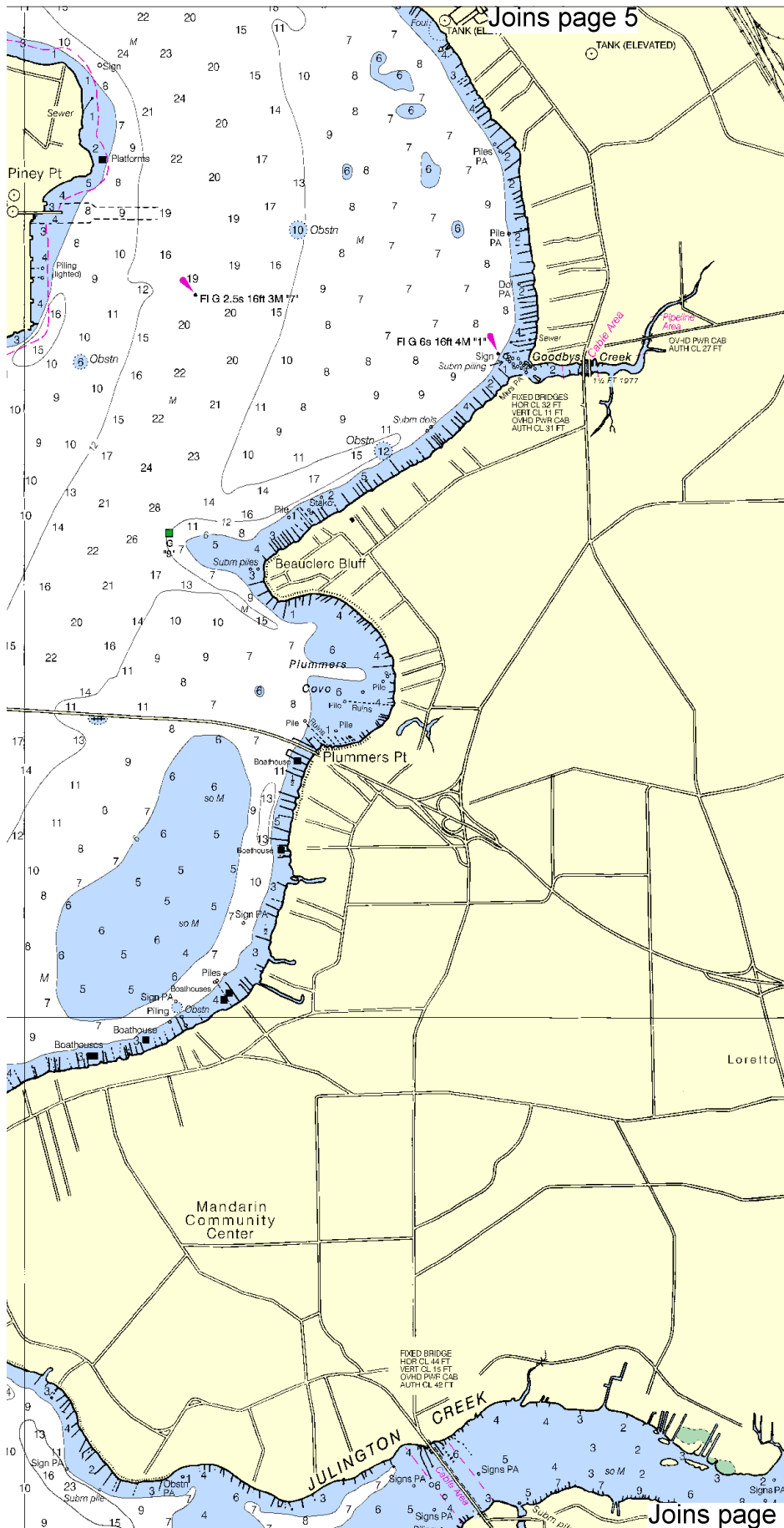
See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: n/a .





2 050
57'
45'
30'
15'
56'
50'
55'
2 030
2 020

HEIGHTS
Heights in feet above Mean High Water.

TIDAL INFORMATION

Place	Name	(LAT/LONG)	Height referred to datum	
			Mean Higher High Water	Mean High Water
			feet	feet
Jacksonville, Main St. bridge		(30°19'N/81°40'W)	2.0	1.9
Piney Pt		(30°14'N/81°40'W)	1.0	0.9
I-295 Bridge (west end)		(30°12'N/81°42'W)	1.0	1.0
Green Cove Springs		(29°59'N/81°40'W)	0.9	0.8
Toco		(29°52'N/81°33'W)	1.1	1.0

(May 2006)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo more
A/ alternating	IO interrupted quick	N num
B black	ISO isophase	OBSC of
Bn beacon	LT HO lighthouse	OC occu
C can	M nautical mile	OR orange
DIA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
FI flashing	Mkr marker	Ra Ref l
		R Bn ra

Bottom characteristics:			
Blds boulders	Co coral	gy gray	Oys oyster
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand

Miscellaneous:
AUTH authorized Obstr obstruction PD position dot
ED existence doubtful PA position approximate Rep reported
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of sea.

AUTHORITIES

Hydrography and topography by the National Ocean Survey, with additional data from the Corps of Engineers Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

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NOTE A

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Refer to charted regulation section numbers.

POLLUTION REPORTS

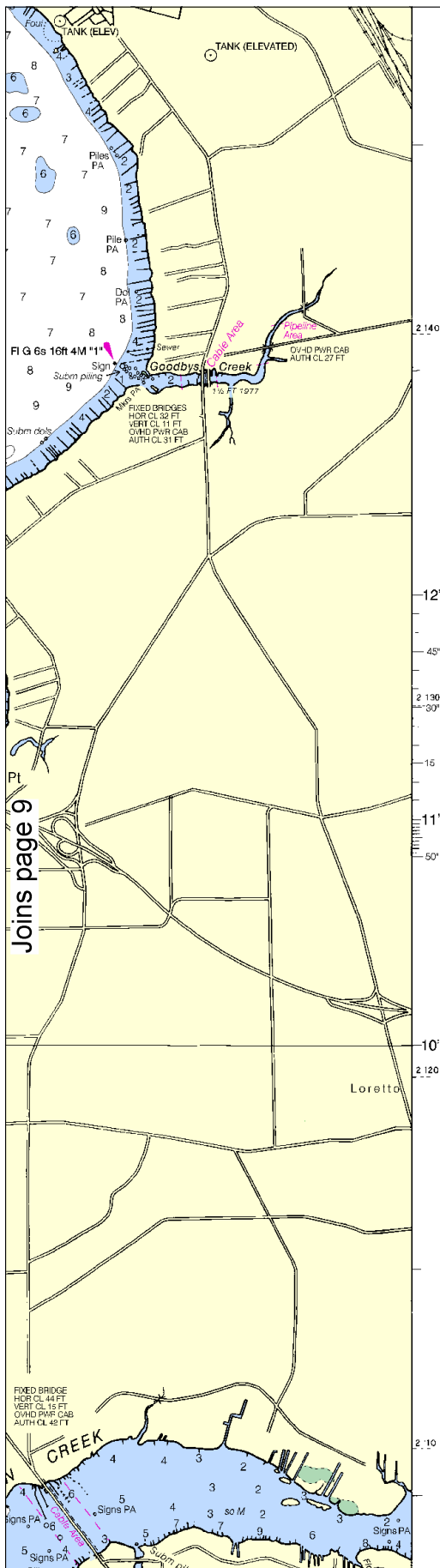
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

CAUTION



HEIGHTS
Heights in feet above Mean High Water.

TIDAL INFORMATION

Place	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
feet		feet	feet	feet	feet
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	(30°14'N/81°40'W)	1.0	0.9	0.0	---
east end)	(30°12'N/81°42'W)	1.0	1.0	0.1	---
ings	(29°59'N/81°40'W)	0.9	0.8	0.0	---
	(29°52'N/81°33'W)	1.1	1.0	0.0	---

UNCHARTED FISH AND HUNTING DEVICES AND STRUCTURES
Uncharted fish and hunting devices and structures, pound nets, crab traps, some submerged, marked on this chart, particularly near the shore.

SYMBOLS AND ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
(lights are white unless otherwise indicated):

eronautical	G green	Mo morse code	R TR radio tower
ating	IQ interrupted quick	N run	Rot rotating
iso	iso isophase	OBSC obscured	s seconds
on	LT HO lighthouse	Oc occulting	SEC sector
phone	M nautical mile	O orange	St M statute miles
ing	m minutes	O quick	VO very quick
	MICRO TR microwave tower	R red	W white
	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

CHARACTERISTICS:

Co coral	gy gray	Oys oysters	sn snft
G gravel	h hard	Rk rock	Sh shells
Grs grass	M mud	S sand	sy sticky

SYMBOLS:

Obstr obstruction	PD position doubtful	Subm submerged
PA position approximate	Rep reported	

black, rock, obstruction, or shoal swept clear to the depth indicated.
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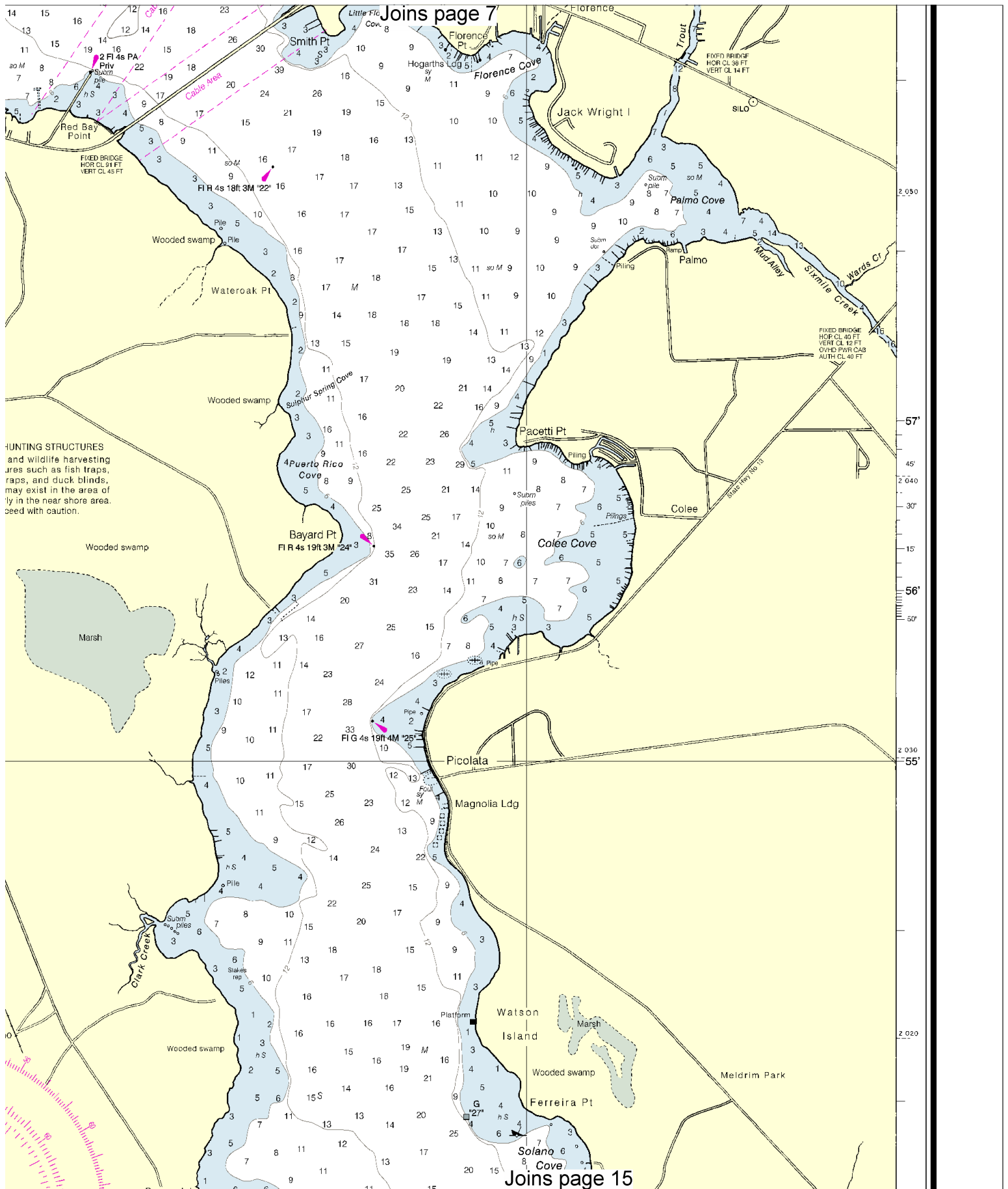
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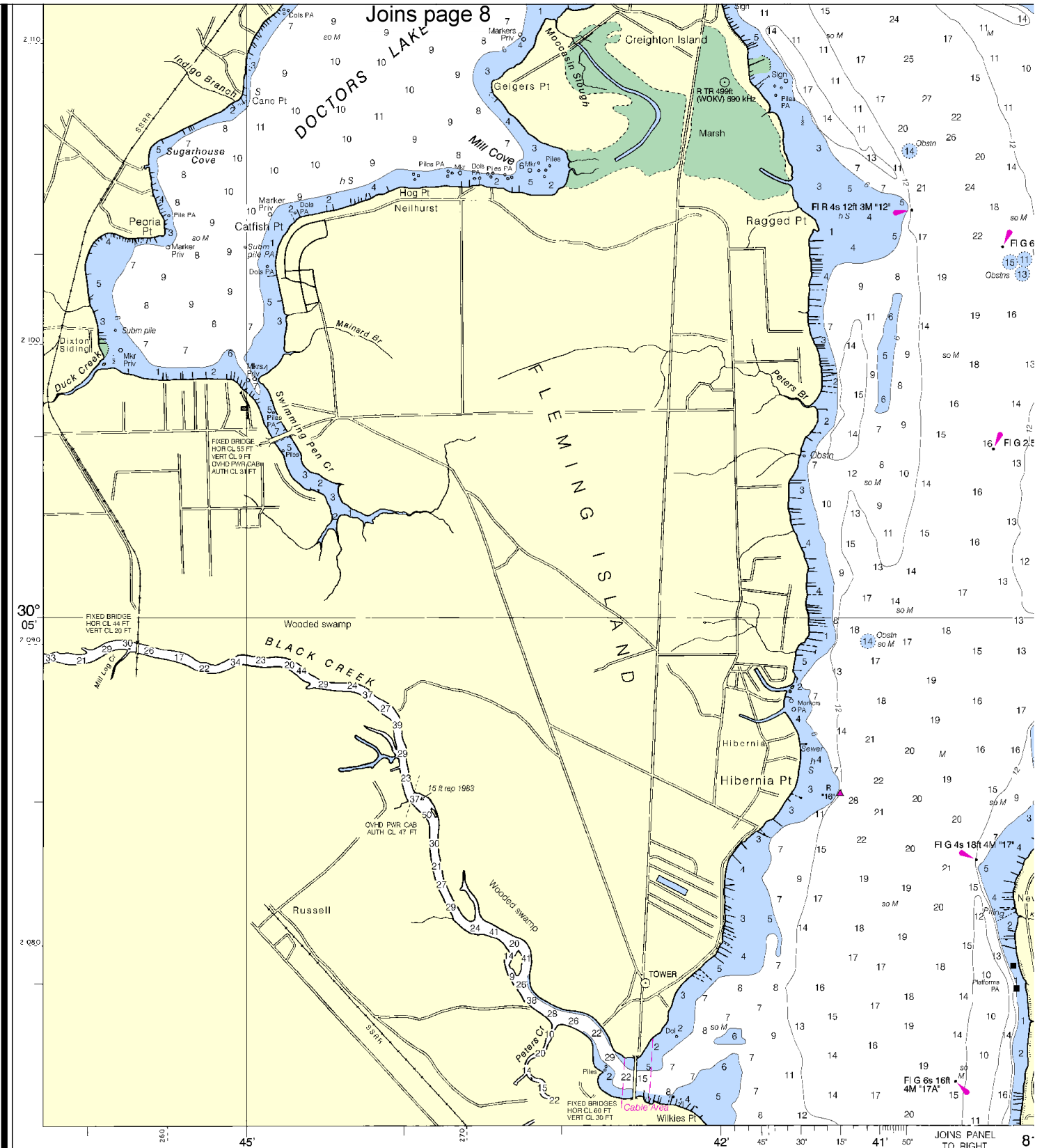
Joins page 14





HUNTING STRUCTURES
and wildlife harvesting
ures such as fish traps,
raps, and duck blinds,
may exist in the area of
ly in the near shore area.
ceed with caution.

Joins page 8



21st Ed., Jul. /06 ■ Corrected through NM Jul. 01/06
Corrected through LNM Jun. 20/06

11492

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PRINT-ON-DEMAND CHARTS

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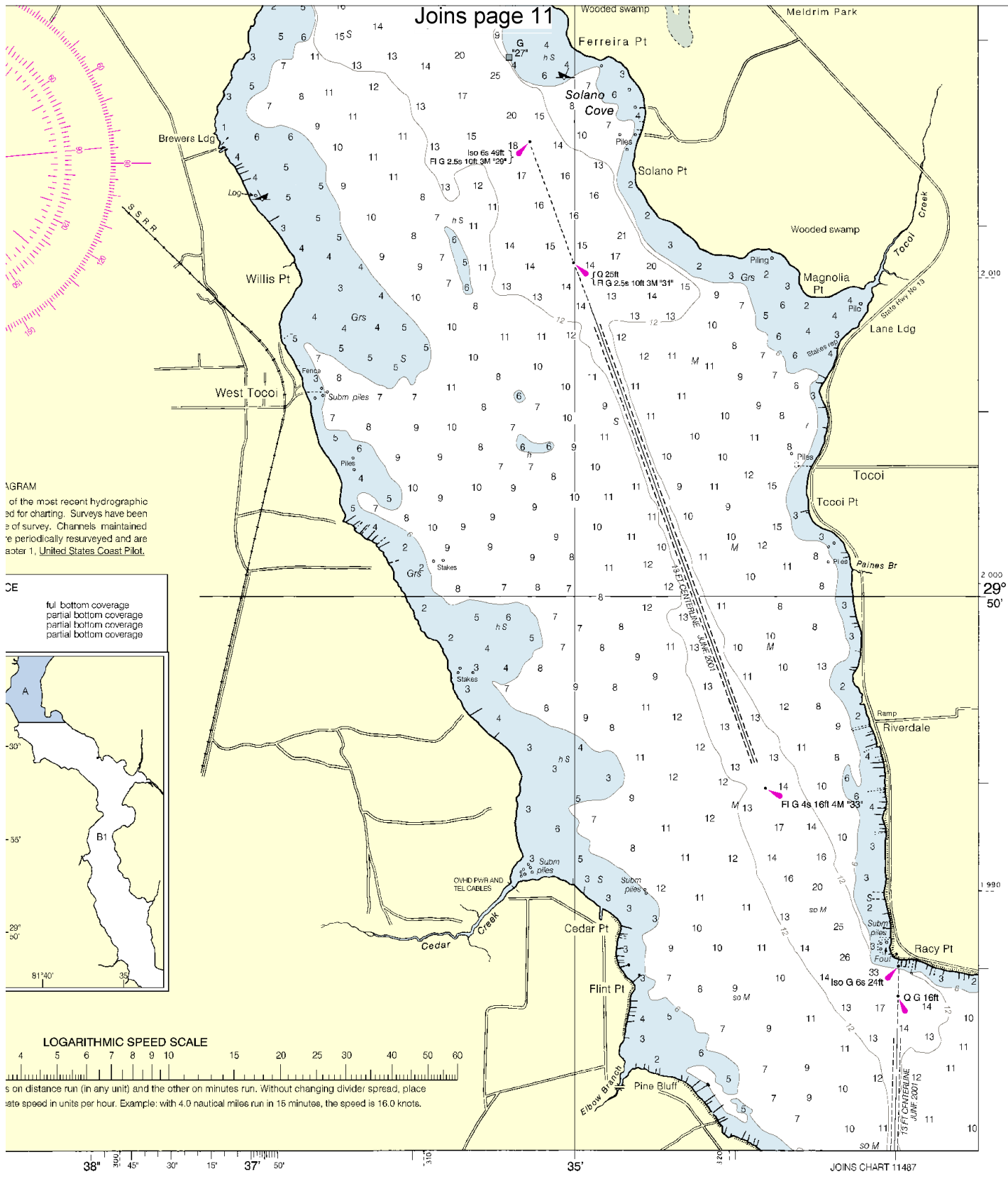
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

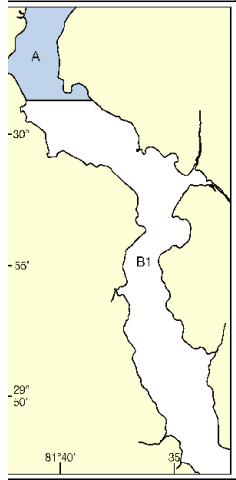


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GRAM
of the most recent hydrographic
ed for charting. Surveys have been
e of survey. Channels maintained
e periodically resurveyed and are
aster 1, United States Coast Pilot.

CE
ful bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage



Jacksonville to Racy Point
SOUNDINGS IN FEET - SCALE 1:40,000

11492

ED. NO. 21

NSN 7642014010259
NGA REFERENCE NO. 11XHA11492

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Mayport Search & Rescue – 904-247-7312

Jacksonville Sheriff's Office – 904-630-0500

Coast Guard Ponce De Leon Inlet – 386-428-9085

Volusia County Sheriff's Office – 386-248-1777

FL Fish and Wildlife Conservation Comm – 888-404-3922

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.